

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA 2723

Name: MD 128 over Piney Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>  </u> A <u>  </u> B <u>X</u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

MHT Number BA-2723

Name and SHA No. 3068

**Location:**

Street/Road Name and Number: MD Route 128 over Piney Run

City/Town: Dover Vicinity X

County: Baltimore

Ownership: X State \_\_\_ County \_\_\_ Municipal \_\_\_ Other

This bridge projects over: \_\_\_ Road \_\_\_ Railway X Water \_\_\_ Land

Is the bridge located within a designated district: \_\_\_ yes X no

\_\_\_ NR listed district \_\_\_ NR determined eligible district

\_\_\_ locally designated \_\_\_ other

Name of District \_\_\_\_\_

**Bridge Type:**

\_\_\_ Timber Bridge

\_\_\_ Beam Bridge \_\_\_ Truss-Covered \_\_\_ Trestle

\_\_\_ Timber-and-Concrete

\_\_\_ Stone Arch

\_\_\_ Metal Truss

\_\_\_ Movable Bridge

\_\_\_ Swing \_\_\_ Bascule Single Leaf \_\_\_ Bascule Multiple Leaf

\_\_\_ Vertical Lift \_\_\_ Retractable \_\_\_ Pontoon

X Metal Girder

X Rolled Girder \_\_\_ Rolled Girder Concrete Encased

\_\_\_ Plate Girder \_\_\_ Plate Girder Concrete Encased

\_\_\_ Metal Suspension

\_\_\_ Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:**

Bridge Number 3068 carries MD Route 128 in a generally north-south direction over Piney Run in Dover, Maryland. The approach to the roadway is level and has four divided lanes. The area around this bridge is rural and wooded.

**Describe Superstructure and Substructure:**

Bridge number 3068 is a single span structure, measuring 52 feet in total length. Bridge Number 3068 is a rolled wide flange girder structure. The roadway width from curb to curb is 19 feet and the total deck width is 24 feet. There are sidewalks on both sides of the bridge and the width of each is two feet.

The superstructure is composed of rolled steel girders. There is one span in the main bridge unit and no approach units. The span is 52 feet long. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are two open balustrade rectangular concrete parapets. There is little ornamentation. There are no historical plaques.

The substructure is composed of concrete full height abutments and concrete abutments. There is no ornamentation. There are no historical plaques.

The condition of this bridge is currently rated fair with some deterioration and spalling of the abutment walls and undermining.

**Discuss Major Alterations:**

There have been no major alterations to this structure.

**History:****When Built:** 1945**Why Built:** Increased traffic density necessitated a structure with an increased load capacity.**Who Built:** State Roads Commission**Why Altered:****Was this bridge built as part of an organized bridge building campaign:****Surveyor Analysis:****This bridge may have NR significance for association with:**☐ A Events ☐ Person☐ C Engineering/Architectural**Was this bridge constructed in response to significant events in Maryland or local history:**

Few metal bridges were built during World War Two, metal was needed for other purposes in the war effort. Those that were built were important enough to fall under the Federal Aid Highway Act of 1941. These bridges usually were part of vital military transportation networks, or led to important factories.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

No. Bridge 3068 did not have a significant impact on the area. This structure was built to satisfy local needs but its function can be met through other transportation options. Bridge 3068 certainly had an impact on the immediate concerns of locals, other options keep this impact from being significant.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?**

Yes. Bridge 3068 is located in an area that has had an important and significant impact on the history of Baltimore County, Maryland. The Middle River area is a vital segment of Baltimore history. Several areas already are eligible for historic designation and the expansion of any or all of these areas would entail the inclusion of this bridge. The loss of this bridge would negatively impact the historic and visual significance of these areas.

**Is the bridge a significant example of its type?**

No. Bridge 3068 is a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

Yes. Bridge Number 3068 does retain important elements of its historical structural integrity. The primary character defining elements are rolled wide flange beams.

**Should this bridge be given further study before significance analysis is made and Why?**

Yes. Bridge 3068 should be studied further to determine its eligibility for the National Register. A significance analysis should be made following the National Register Criteria for Evaluation.

**Bibliography:**

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1917-24      **Annual Report of the Highways Engineer.** Baltimore, Maryland.

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1977      **Atlas of Baltimore, Maryland.** Philadelphia, Pennsylvania.

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1976      **Bicentennial Byways: A Series of Articles on the Maryland Roads.** Baltimore, Maryland.

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Spero, P.A.C. & Company, and Louis Berger & Associates  
1994      **Historic Bridges in Maryland: Historic Bridge Context.** Baltimore, Maryland.

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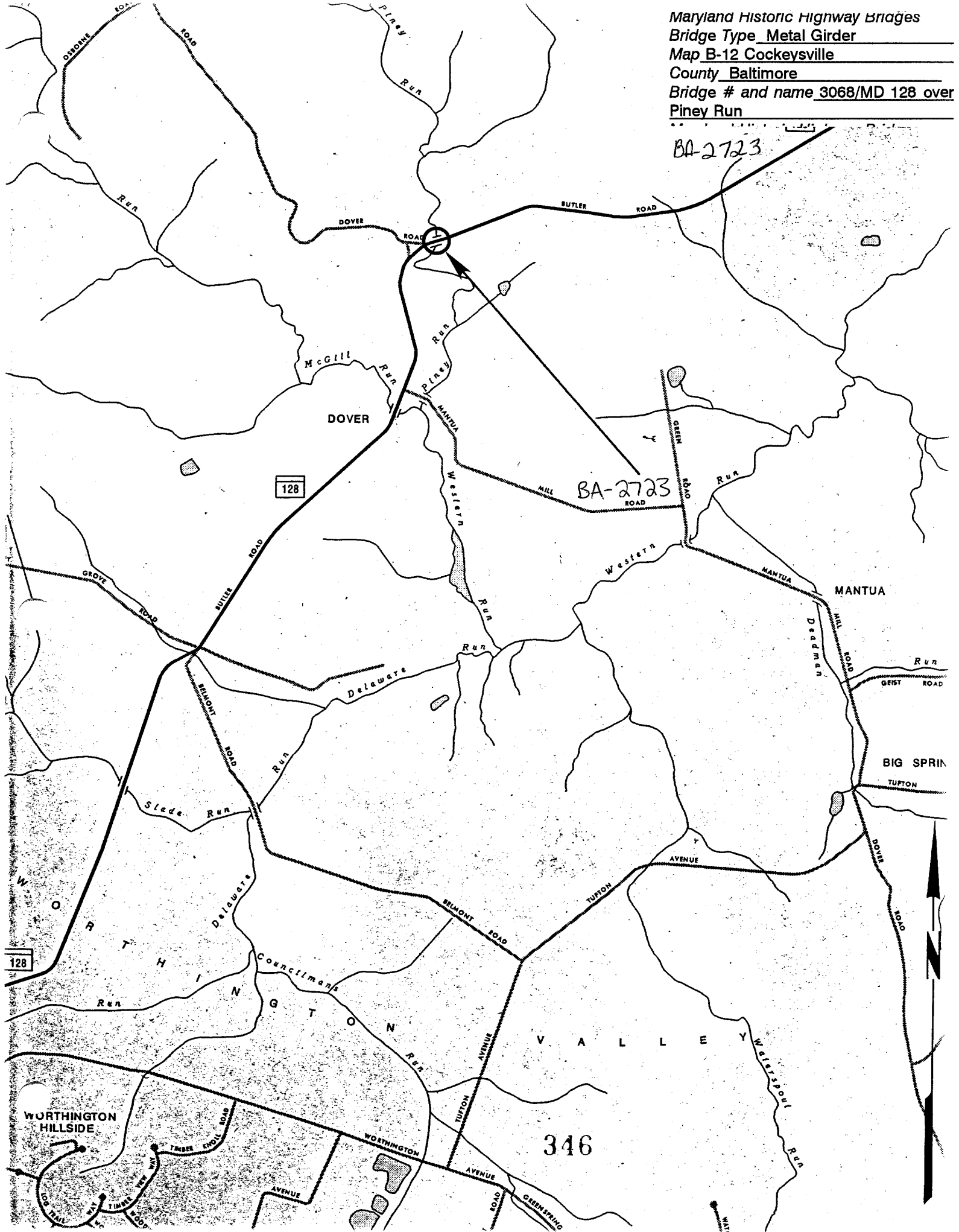
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1991      **Bridge Inspectors Manual.** Federal Highway Administration. Washington D.C.

**Surveyor:**

**Name:** Andrew M. Watts **Date:** March 1996  
**Organization:** State Highway Administration **Telephone:** (410) 321-2213  
**Address:** 2323 West Joppa Road, Brooklandville, MD 21022

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map B-12 Cockeysville  
County Baltimore  
Bridge # and name 3068/MD 128 over  
Piney Run

BA-2723







Inventory # BA-2723

Name 3068 MD 128 WER PINEM RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 11/95

Location of Negative SHA

Description WEST APPROACH LOOKING  
EAST

Number 1 of 324



Inventory # BA-2723

Name 368-MO128 OVER PINEY RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 2 of 32A



Inventory # BA-2723

Name 368-MD128 OVER PINEY RUN  
County/State BALTIMORE COUNTY / MD  
Name of Photographer DAVE DIEHL  
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION WORKING  
NORTHEAST

Number 3 of 32



Inventory # BA-2723

Name 306B-MD 128 OVER PINEY RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING  
SOUTH

Number <sup>4</sup>22 of <sup>4</sup>32